



U.S.S. CORAL SEA (CV 43)

C/O FLEET POST OFFICE
SAN FRANCISCO 96632

IN REPLY REFER TO

CV43:00:JDT:gg
5750
Ser C-15-83
13 APRIL 1983

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From: Commanding Officer, USS CORAL SEA (CV 43)
To: Chief of Naval Operations (OP-05D2)

Subj: Command History of USS CORAL SEA (CV 43) for 1982

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS CORAL SEA Cruise Report 1981-1982
(2) 1982 Command History of USS CORAL SEA (CV 43) 1982

1. In accordance with reference (a), enclosure (1), covering the period 1 January - 23 March 1983, and enclosure (2), covering the remainder of the year, are forwarded for your information and retention.

J. D. TAYLOR

Copy to:
Director of Naval History

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COMMAND HISTORY
OF
USS CORAL SEA (CV 43)

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COMMAND ORGANIZATION

USS CORAL SEA

COMMANDING OFFICER

Captain Jerome L. Johnson, USN 2 July 1981 to Present

EXECUTIVE OFFICER

Captain Lawrence H. Price, USN 28 June 1982 to Present
Captain John A. Moriarty, USN 10 August 1980 - 28 June 1982

COMMANDER CARRIER AIR WING FOURTEEN

Commander Roy Cash, Jr., USN 10 June 1982 to Present
Commander Richard A. Wilson, USN 21 April 1981 - 10 June 1982

SQUADRONS

ATTACK SQUADRON (VA 27)
ATTACK SQUADRON (VA 97)
ATTACK SQUADRON (VA 196)
FIGHTER SQUADRON (VF 21)
FIGHTER SQUADRON (VF 154)
CARRIER AIRBORNE WARNING SQUADRON (VAW 113)
HELICOPTER ANTI-SUBMARINE SQUADRON (HS 12) (1 Oct 1982 - Present)
LIGHT PHOTOGRAPHIC SQUADRON (VFP 63 Det. 2) (1 Jan 1982 - 21 Jun 1982)
HELICOPTER SUPPORT SQUADRON (HC 1 Det. 3) (1 Jan 1982 - 1 Nov 1982)

NO CHANGE OF HOMEPORT

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CHRONOLOGY OF EVENTS 1982

01 JAN - 23 MAR	SEE USS CORAL SEA CRUISE REPORT 1981 - 1982.
24 MAR - 02 MAY	INPORT ALAMEDA (INITIAL SHIPS RESTRICTED AVAILABILITY PERIOD).
03 MAY - 07 MAY	SOCAL OPS WITH CVW-14 EMBARKED.
08 MAY - 09 MAY	INPORT NAS NORTH ISLAND.
10 MAY - 14 MAY	SOCAL OPS.
15 MAY - 16 MAY	INPORT NAS ALAMEDA.
17 MAY - 18 MAY	ANCHORAGE SAN FRANCISCO BAY.
19 MAY - 26 JUL	INPORT NAS ALAMEDA (SHIPS RESTRICTED AVAILABILITY).
27 JUL - 02 AUG	INDEPENDENT STEAMING EXERCISE WITH CVW-14 EMBARKED - NOCAL.
03 AUG - 12 AUG	INPORT NAS ALAMEDA.
13 AUG - 19 AUG	INDEPENDENT STEAMING EXERCISE WITH CVW-14 EMBARKED - SOCAL.
20 AUG - 20 AUG	FAMILY DAY CRUISE - NOCAL.
21 AUG - 29 AUG	INPORT NAS ALAMEDA.
30 AUG - 17 SEP	REFRESHER TRAINING WITH CVW-14 EMBARKED - SOCAL.
18 SEP - 24 SEP	INPORT NAS ALAMEDA.
25 SEP - 26 SEP	INDEPENDENT STEAMING EXERCISE - NOCAL.
27 SEP - 28 SEP	INSPECTION AND SURVEY - NOCAL.
29 SEP - 14 OCT	INPORT NAS ALAMEDA (INSPECTION AND SURVEY 29 SEP - 01 OCT).
15 OCT - 18 OCT	INPORT SAN FRANCISCO (SAN FRANCISCO FLEET WEEK).

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19 OCT - 01 NOV	INPORT NAS ALAMEDA.
02 NOV - 11 NOV	SOCAL OPS WITH CVW-14 EMBARKED.
12 NOV - 12 NOV	INPORT NAS NORTH ISLAND.
13 NOV - 18 NOV	TRANSIT MIDPAC WITH CCG-1/CDS-31 AND CVW-14 EMBARKED.
19 NOV - 24 NOV	KERNEL USHER EXERCISE WITH CCG-1, CDS-31 AND CVW-14 EMBARKED - HAWAIIAN OPAREAS.
25 NOV - 26 NOV	INPORT NB PEARL HARBOR.
27 NOV - 04 DEC	KERNEL USHER EXERCISE WITH CCG-1, CDS-31 AND CVW-14 EMBARKED - HAWAIIAN OPAREAS.
05 DEC - 10 DEC	TRANSIT SOCAL WITH CCG-1, CDS-31 AND CVW-14 EMBARKED.
11 DEC - 11 DEC	INDEPENDENT STEAMING EXERCISE - SOCAL.
12 DEC - 16 DEC	OPERATIONAL PROPULSION PLANT EXAMINATION - SOCAL.
17 DEC - 31 DEC	INPORT NAS ALAMEDA.

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SUMMARY OF OPERATIONS AND EXERCISES

NUC WEAPONS REFRESHER TRAINING.

REFRESHER TRAINING.

PINEAPPLE CRUISE/READIEX 82-1.

WEAPONS TRAINING EXERCISE.

NUCLEAR OPERATIONAL READINESS EXERCISE.

3-M INSPECTION.

OPERATIONAL PROPULSION PLANT EXAMINATION.

NUCLEAR TECHNICAL PROFICIENCY INSPECTION.

OPERATIONAL READINESS EVALUATION.

COMMAND INSPECTION.

MINE READINESS CERTIFICATION INSPECTION.

SELECTED RESTRICTED AVAILABILITY.

AIRWING CARRIER QUALIFICATION TRAINING.

POST DEPLOYMENT STAND DOWN.

TIGER CRUISE.

TRAINING READINESS EVALUATION.

FAST CRUISE.

CHANGE OF COMMAND.

POST SRA SEA TRIALS.

INSURV.

MINEX.

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AIR OPERATIONS SUMMARY

	<u>SORTIES SCHED</u>			<u>SORTIES FLOWN</u>			<u>TRAPS</u>		
	<u>DAY/NIGHT/TOTAL</u>			<u>DAY/NIGHT/TOTAL</u>			<u>DAY/NIGHT/TOTAL</u>		
MAR(24-31)	0	0	0	0	0	0	0	0	0
APR	0	0	0	0	0	0	0	0	0
MAY	361	113	474	336	84	420	360	126	486
JUN	0	0	0	0	0	0	0	0	0
JUL	48	0	48	36	0	36	132	0	132
AUG	141	71	212	140	62	202	324	141	465
SEP	536	205	741	482	161	643	433	222	655
OCT	0	0	0	0	0	0	0	0	0
NOV	1100	227	1327	1086	226	1312	992	332	1324
DEC	336	114	480	356	105	461	241	143	384

EQUIPMENT MODIFICATIONS

S/A 5336K INSTALL LIGHTWEIGHT TACAN ANTENNA

S/A 5450K INSTALL AN/SYQ-7 (V)3 NAVMACS

S/A 4859K INSTALL LSO/HUD PORTION OF CATCC/DAIR

S/A 5804D REMOVE AN/URC-85 AND INSTALL AN/URC-93 FOR UHF DATA LINK

S/A 4203K INSTALL AN/SSW-1D FOR UHF DATA LINK

AER 13-81 INSTALL SHIPS DRY LP AIR LINES OUTLETS TO AN/SPN-43 AND AN/SPN-42 RADAR PLATFORMS.

AER 14-81 INSTALL FLOW INDICATOR AND FLOW SWITCH ON MK3 MOD7 SINS COMPUTER.

AN/SRN-19 SATNAV RECEIVER CHANGED FROM TEMPORARY INSTALLATION TO PERMANENT ONE.

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RAINFORMS AND INTELLIGENCE REPORTS (IRs)

1. (C) During 1982 USS CORAL SEA produced 96 rainform messages in support of fleet and national level intelligence consumers. The following is a statistical breakdown of these reports by type:

RED	23
OSIS WHITE	25
OSIS RED	11
BLACK	8
WHITE	3
CORRECTION	4
AMPLIFICATION	22

2. (C) The bulk of intelligence reporting was accomplished while CSEA was operating in the South China Sea and Sea of Japan. In addition to the rainforms seven Intelligence Information Reports were produced. Targets of interest discussed in both forms of reports included TU-95 BEARS, TU-16 BADGERS, a KARA CG, a NATYA MSF, and a Japanese DD.

UNIT SITREPS

041644Z JAN 82 - Overflight of outer coral reef of THITU ISLAND in the SPRATELY group by CVW-14 aircraft.

180108Z MAY 82 - Amplification of OPREP-3 001 oil spill while inport alameda.

260130Z MAY 82 - Fluid discharge containing 30-50 gallons of fuel occurred while moored at NAS Alameda.

301136Z NOV 82 - Missing personnel. Honolulu Police artists sketch and discription matched that of individual listed UA on departure Hawaii.

032306Z DEC 82 - Aircraft incident, VA-97 A-7 aircraft had left main gear collapse on arrested landing.

UNIT OPREP-3S

001 - Navy Blue - Oil Pollution, oil discharged into bay while moored starboard side to pier two NAS Alameda.

002 - Navy Blue - Fire in Mulching Room of CVIC. Contents of compartment were destroyed.

003 - Navy Blue - Bomb threat while inport San Francisco. Threat was a Hoax.

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ADMINISTRATIVE OFFICES

SHIP'S OFFICE

During the year, 121 officer transfer and receipt transactions were handled. With an overall officer manning level of 126, this represented a 94% turnover of officer personnel. For the year, 3 retirements, three discharges and six resignations were effected.

PERSONNEL OFFICE

The Personnel Office issued more than 1300 Active Duty I.D. Cards during the year. The following is a recapitulation of receipt and transfers by the Personnel Office during 1982.

Receipts:	1145	Transfers:	517
	Separations:	392	

LEGAL OFFICE

CORAL SEA's Legal Office witnessed a marked improvement in Ship's Discipline during calendar year 1982. While the number of Commanding Officer's nonjudicial punishment increased slightly (1981: 1061 v 1982: 1154), the number of Court-Martials convened declined significantly (1981: 166 v. 1982: 129). It is believed the decrease was largely attributable to an aggressive policy of administratively separating those individuals who after counseling, failed to correct their behavior. In this regard 1982 saw 138 individuals separated under Other Than Honorable conditions (OTH). This contrasts with 63 for 1981.

In areas other than Military Justice/Discipline, i.e. Claims and Legal Assistance, the Legal Office noticed two trends-both positive: A dramatic decrease in the number of personnel claims filed (1981: 142 v. 1982: 47) and a continuation of the large number of Legal Assistance cases handled. (1981: 1045 v. 1982: 933). As a large preponderance of the personnel claims normally arise from items lost or stolen from lockers of berthing areas, the decrease in claims filed reflects that CORAL SEA's crew members are doing a better job of safeguarding their own personnel effects as well as looking out for their shipmates. The large number of Legal Assistance clients seen is equally satisfying. CORAL SEA's crew obviously knows where the Legal Office is located and that it is there to help in matters other than Discipline.

The final area of significant concern to the Legal Office, JAG Manual Investigations, saw nearly a 100% increase in the number of investigations conducted during 1982 (1981: 29 v. 1982: 54).

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Career Information and Counseling (CIAC)

The CIAC Office had a highly successful year. The ship was awarded the CINCPACFLT Golden Anchor award for excellence in career motivation programs. The ship retained 47% first term, 76% second term and 78% of the career personnel who were eligible to reenlist.

PRINT SHOP

CORAL SEA's print shop is the single source for printing and reproduction services for the ship, and embarked Flag, Air Group and ships in company. For the year the print shop printed over 1600 jobs accounting for over 2½ million impressions and a nightly requirement totalling 100,000. The diversity of printing services was demonstrated by the production of 9 Familygrams and 6 Port Call booklets for the entire Battle Group.

MAINTENANCE AND MATERIAL MANAGEMENT(3-M)

As the WestPac/Indian Ocean deployment ended it became evident that the majority of the 3-M fully trained workcenter supervisors and 3-M departmental assistants would be leaving shortly. At this point 3-M encouraged all departments to take advantage of the basic 3-M Admin and Operations course at Treasure Island to fill the upcoming voids. Concurrently 3-M solicited inputs from all departments for attendance at a special 3-M Inspectors course given at Alameda. The final phase of SFOMS (Ships Force Overhaul Management Systems) training was conducted just prior to SRA 82 (Selected Repair Availability). In conjunction with SRA, 3-M conducted classes in IEM (Inactive Equipment Maintenance) for all 3-M Departmental assistants. COMNAVAIRPAC 3-M team conducted the pre-INSURV assist visit in August only to return a month later to conduct the required 3-M Inspection and survey (INSURV). The grade of this inspection was 84.2 percent. The 3-M Coordinator was the INSURV project officer for both the underway material inspection and the inport open and inspect phase. COMNAVAIRLANT conducted a 3-M assist visit 28 Feb.

POST OFFICE

The sale of money orders to CORAL Seaman for the year totaled a cash value of \$2,326,756.23, cash sales for stamps showed a yearly total of \$115,321.84. During the year 386,591 lbs. of mail were received and 158,270 lbs. dispatched. During underway periods all mail for Ship's Company, Air Wing, and embarked staffs was dispatched and received in a timely manner.

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PUBLIC AFFAIRS OFFICE

During the ship's restricted availability period, PAO activities were reduced considerably but guided tours remained a standard weekend operation. In April, CORAL SEA hosted KRON TV, Channel 4, with a live remote newscast featuring the CO, the Command Master Chief, the Mini Boss and PAO personnel.

In May, CORAL SEA's hangar deck was transformed into a concert hall as the Diablo Symphony Orchestra performed a concert by the sea. The entire event was coordinated by the Public Affairs Office and included liaison with the local broadcast media and liaison with the orchestra itself. The Public Affairs Office also provided the master of ceremonies for the performance.

The Public Affairs tour program did a booming business during June and July, hosting a variety of groups from high schools, junior high schools, elementary schools, churches and civic groups. In addition, the regular weekend tour program continued with great success.

August was a busy month with CORAL SEA returning briefly to sea and playing host to the families of the crew on the Family Day Cruise. The Public Affairs Office also hosted the film crew of the major motion picture, The Right Stuff, in filming several scenes concerning the recruiting and recovery of some of the Mercury astronauts.

While September was spent largely at sea, October marked Fleet Week and the Navy Birthday celebration. The Public Affairs Office worked overtime to provide tours and information brochures to more than a quarter of a million people who visited the ship during Fleet Week at Pier 50 in San Francisco.

November brought the Pineapple Cruise and with it a return to normal underway operations. The nightly KORL SEA News tracked the course of Hurricane Iwa as both the storm and the ship approached the islands at the same time. Upon return to Alameda in December, the Public Affairs Office joined with the Chaplain's Office and the Coral Sea Committee to host two gala Christmas parties for the families of the crew.

Throughout the year, external releases and an active Fleet Hometown News program kept CORAL SEA in the limelight.

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AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

MAINTENANCE/MATERIAL CONTROL DIVISION (IM-1)

During 1982, Production Control continued to improve in it's vital roles of coordinating the maintenance effort within the AIMD and maintaining a close liaison between the AIMD, Airwing, Supply Department and the supporting Naval Aircraft Rework Facilities required to provide dependable "I" level support for the ship/airwing team. The AIMD processed 11,033 repairable components with an RFI rate of 65.9%. We also processed 403 aviation related and non-aviation related work requests in support of the ship and airwing. The ship completed a successful Western Pacific cruise in March and spent the spring and summer going through SRA preparing for Refresher Training in September. This time was well spent within the division. Quality Assurance improved the Technical Library and added the many publications required for our newly established ASW work center. The Individual Material Readiness List has been greatly improved with all excesses and shortages having been identified during the annual wall to wall inventory. The tool control program has continued to improve as we have separated the test equipment pool from the tool room. C-1A BUNO 136774 was received from Atsugi in January and has since flown 336.1 flight hours in pilot training and logistics roles. In November we deployed on a six week mid-Pacific cruise where we underwent a successful CNAP Maintenance Advisory Team visit. The year ended on a continuing positive note with IM-1 personnel enjoying a liberal Christmas leave policy and looking forward to an even more successful 1983.

GENERAL MAINTENANCE DIVISION (IM-2)

The most significant events of the past year have been the preparation and work-ups for the 1983 cruise. All support equipment, including the Hydraulic Component Test Stand (HCT-10), the Evaporator Test Stand (EGATS), Regulator Test Stand, LOX Converter Test Stand and the ACULAB 8 Spectrophotometer have been overhauled and calibrated. A complete Radiological Survey was conducted by the NEESA Radiological Affairs Support Office, Port Hueneme, CA. of our NDT/I X-ray facilities. Extensive schooling and training was obtained for all onboard technicians, including those required to perform Aviator's Breathing Oxygen Analysis. Our NOAP (Oil Analysis) Lab has been recertified for unlimited operation. In an attempt to provide better support to CVW-14, the Aerial Refueling Stores work center has been expanded to include Flight Deck Troubleshooters, as well as assigning them all Organizational and Intermediate level maintenance functions. The ship's C-1A aircraft (BUNO 136774) was received from FAWPRA Atsugi, Japan in January. As a freshly reworked aircraft it has

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enjoyed an outstanding record of availability, missing few scheduled flights for maintenance and accumulating over 325 safe flight hours. Extensive work has gone into planning a SHIPALT for the Oxygen Shop and scheduling it for incorporation during COH-84. This SHIPALT will provide for a Floatation Shop above the existing Oxygen Shop, thereby allowing a full range of support with an increased degree of safety and flexibility. A complete IMRL inventory and review was completed in DEC 1982 as the first step toward a definitive tailoring of our IMRL equipment to our actual support capability.

AVIONICS/ARMAMENT DIVISION (IM-3)

1982 commenced with the completion of a very successful cruise. During the ensuing Ships Restricted Availability (SRA) and work-up periods IM-3 completed several major renovations to enhance the support provided to the ship and embarked airwing. Noteworthy changes included the expansion/equipment upgrading of the Micro-Miniature Component Repair (690) Work Center, the establishment of an Anti-Submarine Warfare (660) Work Center and the incorporation of Typewriter/Duplicating Machine Repair within the Miars (62M) Work Center. Problem test benches (i.e., ALM-106B, ASM-375, APTS, ASM-347) continue to require constant attention. The assignment of NAESU CETS to assist in many of these areas, as well as dedicated attention by the work center supervisors has been required and proven highly successful. Close liaison between IM-3 personnel and COMNAVAIRPAC, NAVAVNLOGCEN, and the supporting NAVAIWORKFAC's has proven extremely beneficial in the acquisition of required test equipment, the scheduling of on-site calibration, and the coordination of the overall calibration program. The year closed with all efforts being focused on the final details required for deployment (i.e., scheduling of all test equipment requiring calibration by off ship facilities, completion of bench verifications, and arrangements being made for training shortfalls uncovered during Mid-Pac OPS).

GROUND SUPPORT EQUIPMENT DIVISION (IM-4)

1982 was a year mostly devoted to completing a successful equipment rehabilitation program to prepare for fall training exercises and the next deployment. Planning for the support equipment rehabilitation program began in December 1981 and continued through the early months of 1982. Major efforts were concentrated on rehabing selected types and quantities of support equipment to meet each exercise based upon projected aircraft deck loading. Equipment on temporary loan from near-by shore activities replaced equipment sent to NARF. This allowed a gradual build up of overhauled equipment to meet exceedingly longer and more difficult

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at-sea operations. This plan of action contributed to the highly successful completion of each training period by maintaining a better than 90% availability for onboard equipment. A Beach Det remained ashore to continue overhaul of the support equipment left behind. Other factors which contributed to successful support equipment readiness during all at-sea periods through December 1982 were the completion of seventy-eight Navy class "C" and commercial schools by IM-4 personnel and overhaul of the ship's NS-50 aircraft crash crane by IM-4 personnel along with a factory service representative. All aircraft tow tractor engines and transmissions were dynamometer tested to ensure future serviceability. A special dry filter spray booth was procured to reduce personnel safety hazards associated with spray painting during corrosion control efforts at sea. A contract Logistics Support Representative was LSR embarked early in October 1982. The LSR served as a high priority parts expeditor and ensured AVCAL parts were onboard for AF upcoming 1983 deployment. With four highly successful at-sea periods completed since return from the '81-'82 WestPac deployment, the IM-4 Division was ready for sea again at the start of 1983.

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AIR DEPARTMENT

In 1982, the Air Department continued to perform in its normal outstanding "E" winning manner. During the year there were 6415 catapult launches and 6767 arrestments. The department effected over 50,000 aircraft moves and 3100 elevator runs, setting new low records for aircraft crunch and FOD rates. The fuels division experienced almost 11,000 fueling hook-up evolutions resulting in over nine million gallons of JP-5 passed without major incident.

January, February and March completed a most successful 1981/82 West Pac deployment. The turnaround cycle consisted of "Ready Carrier", selective restrictive availability (SRA) and ship/airwing work-up exercises. The first significant deployment since cruise was an extensive "Pineapple Cruise", exercising CV Battle Group / Airwing coordination under varied operational scenarios and flight deck / weather conditions. The highlight of the year was refresher training (REFTRA) for which the Air Department was awarded an overall grade of "Outstanding" by COMNAVAIRPAC inspectors.

CATAPULT LAUNCHES/ARRESTED LANDINGS

MONTH	CATS	TRAPS
MAR(24-31)	0	0
APR	2	0
MAY	515	487
JUN	0	0
JUL	98	131
AUG	537	465
SEP	802	684
OCT	0	0
NOV	141	1,324
DEC	483	384

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CHAPLAIN DEPARTMENT

The Chaplain's Office became a department in August 1982. The significant accomplishments by the department during 1982 were:

a. Coordinated the annual Navy relief fund drive that raised \$38,000.00.

b. Coordinated the annual Combined Federal Campaign (CFC) with a total contribution of \$45,551.00.

c. Coordinated a children's christmas party onboard with an attendance of 450.

d. Performed (3) burial at-sea services for cremated remains and (4) memorial services.

e. Received and processed approximately 900 messages from AMCROSS and other naval activities in the following case categories:

Death/Sickness	280
Financial	350
Health and Welfare	105
Marriage and Family	120
Birth Announcements	45
Emergency Leave Granted	99

f. Sponsored special events: Canoe trip, August 1982; backpacking trips, September and October 1982.

g. Special Christmas service, 9 December 1982. Attendance: 150.

h. Summary of Attendance at Chapel Activities:

	<u>In Port</u>	<u>At Sea</u>
Protestant Devotions (Mon-Sat 1100)	10-15	12-18
Catholic Mass (Mon-Sat 1130)	4-6	6-8
Latter Day Saints Services (Tue 2000)		25
Bible Study (Mon&Thu 2000)-		15-20
Share the Word (Wed 2000)-		4-6
Officers Christian Fellowship (Wed 2100)		4-6
Choral Group Rehearsal (Tue,Thu, Sat 2100)		15-20
Religious Movies (Wed 1630)		20
Religious Movies (Fri 2030)		40-50
Religious Movies (Sun 2100)		30

Weekend Services:

Catholic Mass (Sat 2000)		30
Catholic Mass (Sun 0900)	6-10	60-80
Catholic Mass (Sun 2000)		30
Protestant Divine Worship (Sun 1000)		60-80
Protestant Divine Worship (Sun 1700)		25-30
Protestant Divine Worship (Sun 1900)	6-10	

i. Chapel Offerings/Designated Donations \$5350.00

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COMMUNICATIONS DEPARTMENT

During the restricted availability the Communications department received installation of the Naval Modular Automated Communications (V)3 system (SYQ-7) which replaced the V-2 MPD system. Two AN/USQ-69 video display terminals were relocated to improve the traffic flow pattern. Air conditioning capacity was improved with new ducting installed to make spaces quieter and cooler. The RED DC patch panels (SB-1210/UG) were reworked to replace old wiring and to accommodate the installation of the NAVMACS (V)3 system. Major antenna rework was accomplished which included the replacement of the 16FT and 35FT trussed whips associated with the SRA-58 couplers. All deck edge whip antenna's, and UHF antenna's were removed, refurbished, and reinstalled. On the Signal bridge, the starboard bridge wing and the six signal searchlights were overhauled and reinstalled.

During the July - August 1982 time frame on-the-job training for the newly installed NAVMACS (V)3 system was conducted by Validity Corporation. Both classroom and hands-on training were provided to all members of the radio division. This new system has greatly improved the message handling capabilities of the ship.

Refresher training was conducted in the August - September period with the Communications department receiving a grade of Excellent.

READIEX 83-1 was conducted in November - December providing excellent preparatory training for the Communications department. In addition to the ship's departments, CORAL SEA communications provided support for Commander Carrier Group One, Commander Destroyer Squadron Three-One, and Commander Carrier Air Wing FOURTEEN. Traffic volumes in excess of 1000 messages per day provided an excellent operational test of the new NAVMACS V(3) system. During the 22 to 23 November evasion of Hurricane Iwa a 35 foot trussed whip antenna was carried away, the port longwire antenna and a 35 foot aluminum whip were damaged.

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DECK DEPARTMENT

During the Ship's Restricted Availability the sponsons were resurfaced, various spaces rehabilitated and the sides of the ship painted and preserved. This work continued during the additional upkeep periods which occurred throughout the year.

Numerous teams ran the Deck Department through their paces throughout 1982 including the Inspection and Survey Team, Training Readiness Evaluation Group and Refresher Training Team which tested Deck's readiness for the next cruise, awarding them overall "Outstanding" grades. As one typical example, a grade of "100" was awarded the Boatswain's Mates during an exercise where CORAL SEA was towed for the first time in recent memory. The deck force amassed a 96.4 for the various graded underway replenishments as well as other exercises they participated in.

San Francisco's "Fleet Week", honoring the City and its relationship with the Navy, allowed the Boatswain's Mates to "show their stuff" to over 200,000 members of the public who came to see the ship while CORAL SEA was berthed at Pier 50 in San Francisco. Interested members of the public watched as the "Deck Gang" tied their knots and showed off their underway replenishment equipment as they explained the different missions they are tasked with.

The ship's "Family Day Cruise" in July allowed the men of Deck Department to show their loved ones the world in which they work for a day. Again, knot tying and underway replenishment demonstrations were one of the highlights of the day. The deck force also participated in 30 successful underway replenishments during the period of 21 March to 31 December in such various areas as the Northern and Southern California operating areas and the Hawaiian operating area during October and November as part of a readiness exercise.

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ENGINEERING

During the restricted availability major repairs were completed on main propulsion machinery. Numerous berthing compartments were refurbished and extensive repairs were made to many of the ship's voids and tanks. Additionally, many modifications were made to high capacity and low capacity fire fighting stations. Preparations for Refresher Training began in July and culminated in the successful completion of REFTRA in September. CORAL SEA received the highest grade recorded in recent years for a CV (94.6%). The highlight of the training was the superior performance of CORAL SEA's damage control repair parties.

Upon completion of REFTRA, a highly successful INSURV inspection was conducted in September. No major engineering department discrepancies were noted. In addition, CORAL SEA became the first CV to place all flight deck fire fighting zones in operation without any nozzle discrepancies. A Full Power Trial was successfully completed during INSURV.

November saw the CORAL SEA underway in preparation for the Operational Propulsion Plant Recertification Examination (OPPRE). When the exam began, engineers were ready. OPPRE was successfully completed in December on the first attempt making CORAL SEA the only carrier in the Pacific to pass an OPPRE since the last time CORAL SEA passed her OPPRE eighteen months ago. Highlights of the examination included oral boards, casualty control drills and an effective flying squad.

The last two weeks in December were spent in Alameda. During this time CORAL SEA conducted a maintenance availability in preparation for underway operations in mid January.

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MEDICAL

During the period 24 March 1982 to 31 December 1982, the Medical Department treated and released 110 inpatients from the Medical Ward and 13,428 outpatients at sick call. After a brief stand-down period following deployment, the department prepared for an extensive SRA period and the up-coming work-ups in preparations for the next deployment.

First for the Best In The West occurred in September when the Medical Department and its TAD medical CVW-14 personnel received an excellent grade for an unprecedented Mass Casualty Drill (Z-10-V) conducted during REFTRA.

READIEX 83-1 provided exceptional operational experience and enabled the Medical Department to sharpen its clinical and organizational preparedness. An ambitious training program was pursued which later paid high dividends during ORE. A fine medical pre-deployment brief was provided by Fleet Medical, CINCPACFLT and the Naval Environmental and Preventive Medicine Unit #6 during the Thanksgiving Day inport period at Pearl Harbor.

Prior to returning to CONUS for the holidays, the last of the individual awards and medals for last WESTPAC were received and awarded to the outstanding hospital corpsman who had greatly contributed to a successful cruise.

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TRAINING

Schools Division

School Division has sent over 2,000 individuals to schools ranging from local schools in Treasure Island to those in various parts of the country including the East Coast. The majority of schools attended were Navy courses with many civilian industrial, and technical facilities utilized. The ship has had over 300 personnel TAD to school at one time.

Schools Statistics through January 1983:

a. Number of quotas requested	2,299
b. Number of quotas granted	2,080
c. Number of PSI schools processed	95
d. Number of "A" school processed	115
e. Number of TAD orders prepared	2,016

Indoctrination Division

Indoctrination Division processed over 1,200 personnel (E-1 through E-9) since our return from WESTPAC. This represents a turnover rate of fifty-percent of ship's company between deployments. Two classes concurrently have been conducted during the entire period. Averaging thirty individuals each. The new personnel are introduced to the Commanding Officer, Executive Officer, Command Master Chief, various representatives for the personal services offices (Disbursing, Personnel, CIAC, ESO) and Department heads. In addition, each individual receives a screening physical. Junior personnel participate in Rights and Responsibilities and Cultural Expression workshops. A one-week 3M, Damage Control, and First Aid course is taught. During this time personnel can qualify in the Theory and Systems portion of 3M and Damage Control PQS.

Indoctrination Statistics:

a. Number of Personnel qualified in D.C. and 3M	748
b. Number of "I" Division classes held:	40

Education Services Office (ESO)

The office solicited and processed applications for the LDO/WO program in March and April. Throughout the year, the PACE program offered College level courses to motivated sailors and the DANTES exams (CLEP, SAT, GED) were administered regularly. During July and August, the ESO was preparing for the September E4/5/6 examination. October was devoted to the Aviator LDO program.

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Applicants for the BOOST and NROTC programs were solicited and processed in November. During November and December bulk orders were placed with Naval Publications and Forms Center Philadelphia for textbooks to be used in the March 83 Navy-Wide Examination.

Eduation Services Offcice (ESO) Statistics;

- a. Total number of PACE classes: 34
- b. SAT examinations administered: 62
- c. High School GED administered, passed: 110 86
- d. DANTES college level correspondence courses: 103
- e. JAN 82 E-7 candidates: 100
- f. Average number of textbooks on hand: 2,400
- g. Total number of correspondence courses issued: 2,140
- i. Total number of E-3 and E-4/5 Military Leadership Exams administered: 718

COUNSELING and Assistant Center (CAAC)

The Counseling and Assistance Center (CAAC) has been the mainstay of the command's drug and alcohol program. Training, divisional training, and urinalysis testing. The Alcoholics, Narcotics, and Overeaters anonymous Programs have proven highly successful. The command's Drug and Alcohol counselor has also been cross-trained as a Corrections Counselor. He is the first person to hold NEC's (9516, 9522). This enables him to augument the command's correction program.

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WEAPONS DEPARTMENT

Upon CORAL SEA's return from WESTPAC in March, the Weapons Department commenced an extensive training program which continued throughout the year to ensure that all enlisted and officer personnel within the Weapons Department were fully prepared to carry out its mission.

ORDNANCE GROUP

As the ready carrier Coral Sea was required to maintain its weapons loadout after the return from overseas deployment and prior to the beginning of the ship's restricted availability (SRA) period. After completing the ready carrier period, on 16 May 1982, Coral Sea commenced a complete weapons offload while at anchor in a clear area in San Francisco Bay. This major undertaking was successfully completed over a two day period and was particularly noteworthy, due to the fact that such a large ordnance evolution had not been attempted by a carrier at anchor in several years.

The refurbishment and upgrade of the material condition of the Weapons Department's spaces began at the start of SRA and continued through the end of the year. This included extensive work on the ship's magazines, weapons elevators, magazine sprinkler systems, alarm systems, and handling equipment. During the week of 19 October, an extensive ORDALT/ECP package was installed in the Phalynx close-in weapons system (CIWS) to improve the reliability of the systems and reduce maintenance time. In November the electric motor, which raises and lowers the elevator platform, failed on Lower Stage Six weapons elevator. This required rigging the emergency handling gear to hoist air launched missiles from fourth and fifth deck magazines to the second deck. This was the first use of the emergency handling gear in over four years and the evolution was carried out smoothly and efficiently. Upon completion of SRA, Coral Sea commenced at sea operations and training exercises in preparation for deployment. During this period the Weapons Department was inspected and evaluated by teams from REFTRA, INSURV, Shipboard Explosive Safety Inspection (SESI), and the Type Commander's weapons safety assist visit.

Throughout the last half of 1982, the Weapons Department displayed its readiness to support all commitments in a safe and professional manner. Three major ammunition UNREPS were conducted, bringing CORAL SEA's weapons loadout to EASTPAC Ready Carrier Status. During WEPTRAEX and READIEX 83-1, two AIM-7E, four AIM-9H exercise missiles and ten MK-46-2 exercise torpedoes were expended. In conjunction with the MRCI training assist visit, four MK25 and twelve MK52 laying mines plus ten MK36 laying DST's were uncased, assembled, inspected and loaded for delivery. Due to target weather and a fouled range, they were successfully planted on 13 November, four days after the original

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schedule. Efficiency and safety consciousness were exhibited by all Weapons Department personnel during these events.

W DIVISION

During the last half of the deployment, W division continued to upgrade their technical expertise with a weapons training program. Monthly Proloads for the air wing in preparation for the Nuclear Technical Proficiency Inspection (NTPI) kept the handling teams sharp. During SRA, both SASS magazines were completely rehabilitated and all bi-rail hoists and bridge cranes were weight tested. Technical training, which included two assist visits continued through the at-sea periods during August, September, and while inport in October. W division technical operations received only three reportable and four minor deficiencies during the NTPI in November. The final grade awarded by the inspection team was satisfactory. W division supply procedures received an excellent grade for that part of the inspection. During Readix 83-1, W division also participated in NOREX A in December and successfully prepared and launched two QUASt weapons.

MARDET

The Marine Detachment participated in several weapons movements both actual and training simulations. In its ceremonial role, the Detachment provided honors for the welcome back ceremonies after the cruise, for Queen Beatrix of the Netherlands, participated in several parades and drill exhibitions for which the first place awards were won each time, and a burial at sea. In addition, the Marine Detachment hosted several area Marine Officers in the wardroom.

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SUPPLY DEPARTMENT

Major innovations were implemented in this department during 1982. Among these were the conversion from END USE accounting to Aviation 207 (Stock Fund) and major renovation of the AVCAL storerooms. A complete REAVCAL was completed at NAS North Island and evaluated aboard in August. The workshop period provided time to exercise the new AVCAL, as well as functions as a Supply/Air Wing team. The year finished with the successful completion of the Supply Management Inspection by COMNAVAIRPAC; with grades of outstanding achieved in the Sales Division, Aviation Support Division, Data Processing Division and Food Services.

S-1 CONTROL DIVISION

S-1 Control Division responded to a variety of operational requirements. With combined efforts of ISSOT and ships company working two shifts, the FALSC REAVCAL backload performed magnificently with inventory accuracy of 99%. October saw the introduction of ASW capable helos and a splinter AVCAL in support of HS-12. The year ended with a 6 week MIDPAC cruise and the opportunity for Control Division to exercise full underway support for the ships company and embarked staff and squadrons.

S-2 DIVISION

During 1982, the Enlisted Dining Facility (EDF) served 1,956,750 meals at a cost of \$2,433,009.83. The crew consumed 84,268 dozen eggs and 86,634 gallons of milk.

A computer system was implemented during the year which completely automated the food service files, records and reports. This system is designed to make entries in several files and records simultaneously, compute issues based on recipe conversions, compute provisions reorders, and print monthly and quarterly reports from data collected during the reporting period. This is the first such system in the Navy.

The EDF finished second place in the 1982 Ney award and played a major role in the ship's special events which included a dependent's cruise, symphony and dinner in the hangar bay, children's christmas party and change of command reception.

S-2, S-2M, S-5 and S-9 divisions were consolidated into one Food Service Division to form a central Food Service Division. 3-M Training and Supply functions will serve all the food service workcenters. This consolidation will utilize manpower more effectively and eliminate duplication of effort.

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S-3 SALES DIVISION

WESTPAC deployment 81-82, completed 23 March 82 was more successful than any prior cruise in terms of sales and services to the crew. The months of May and June were devoted to SRA (Ships Restricted Availability) in which S-3 spaces (retail stores, laundry, dry cleaning plant, eight storerooms, two barber shops) were renovated by the Ship Servicemen's Rehab Team. The walk-in store was completely remodeled by a civilian contractor. It was completed 15 November 1982 with a formal ribbon and cake cutting ceremony. The new "Browser" store has the appearance of the most modern ship's store in the Fleet. During November a new security camera system was installed in the Browser with Video monitor in the MAA and Marine Guard Shack. A constant 24 hours watch is maintained on activities in store.

For the Pineapple Cruise the stores were well stocked with various brands of stereos, cameras, watches, emblematic items and civilian clothings. All gedunk items were extremely fast sellers as well as sodas. Sales amounted to \$200,000.00 during this period.

Flowers/Candy sales by wire provided a welcome service to the crew. Eddan Flowers of Los Angeles provided this service and averaged \$4,500.00 in sales during the cruise.

S-4 DIVISION

An on site audit was conducted by the NSC Oakland Field Examining Center on 29 March 82. The Disbursing Officer's accountability was found to be intact. However, a review of leave and earnings statements revealed that 40 out of 100 pay accounts had discrepancies, representing only a 60 percent effectiveness. S-4 Division was given 45 days to correct the discrepancies. An extensive training program was initiated in July, the examiners returned for a review of pay accounts and found no discrepancies. A CCTV monitoring system was installed in the office and a photoscope camera was procured for protection against forgeries. Renovation of S-4 working spaces was completed with the acquisition of a new space for use by the Travel Section.

S-5 DIVISION

Extensive renovation and remodeling was completed in the officer's lounge, main wardroom, aft wardroom, and the flag wardroom. In addition, the Chief of Staff stateroom, the Executive Officer stateroom, and the Admiral stateroom were remodeled. Three new reefers, two ice machines, and a freezer

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were installed, replacing units which were beyond repair. The ladies retiring room was also remodeled. A new computer systems currently being installed which will greatly assist in stateroom management, as well as financial aspects of the operation. S-5 is in the process of consolidating with the other food service divisions to form a Central Food Service Division. 3-M, training, and Supply functions will serve all the food service workcenters. This consolidation will utilize manpower more effectively, and eliminate duplication of effort. The mess bill remained stable at \$95.00 at sea and \$70.00 inport.

S-6 AVIATION SUPPORT DIVISION

During March and April S-6 Division conducted wall to wall inventories of CLAMP and POOL prior to REAVCAL. Inport Alameda during May and June the division was busy giving CLAMP, POOL and AWP storerooms a face lift with new shelf padding and painting. A Data Speed System (Bell Telephone) communications system was implemented in August to expedite the process of requisitioning by the squadrons. This system along with the new AVCAL was tested for the first time during REFTRA in September with excellent results. Training was conducted for squadron TAD and ships company personnel during this at sea period. Utilized Coral Sea Express during workups for off-station requisition of Repairables and experienced great response from Naval Air Stations. During MIDPAC the division functioned extremely well without any major problem, a direct result of the training received during REFTRA and inport. SMI was conducted 8 December to 15 December and the Aviation Stores Division received an overall grade of outstanding with many complimentary notes concerning caliber of people in the division.

S-7 DATA PROCESSING DIVISION

During the WESTPAC cruise the division functioned extremely well, without any major problems. Good computer "up" time was maintained during this time. In Alameda, new ships company personnel were trained on established procedures. Maximum utilization of lectures and OJT were used. Emphasis was given to procurement of parts for major components precluded system support problems. As a result, hardware problems were minimal and quickly corrected.

S-8 MATERIAL DIVISION

Following the WESTPAC deployment 23 March 82, the Material Division (S-8) reestablished operation of the ashore warehouse,

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building 168, at NAS Alameda. In May 82 all material in the 16 AVCAL storerooms was offloaded and shipped to FALSC, NAS North Island, for the Re-AVCAL inventory/updating process. From JUN-AUG 82 eleven storerooms and four access passageways were completely renovated. Also, during JUN-JUL 82 the COSAL bulk storeroom was offloaded, updated, inventoried, and restowed in the newly renovated storeroom. The Re-AVCAL process was completed in AUG 82 and the material was shipped from FALSC and onloaded during the last week of that month. The Supply Management Inspection (SMI) was conducted at sea during the MIDPAC Cruise 8 to 13 December 82, and the S-8 Material Division was found to be operating satisfactorily. A location audit of all storerooms was conducted 22 DEC-14 JAN 83 with a complete bulkhead-to-bulkhead inventory scheduled for 7 FEB to 1 MAR 83. The location audit significantly increased our overall effectiveness during the WEPTRAEX/ORE at sea period, and the scheduled inventory will enable the S-8 Material Division to better fulfill its support mission.

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